



PLANNING COMMISSION

Planning & Development Services Department • 201 N. Stone Ave. • Tucson, AZ 85701

DATE: May 6, 2015
TO: Planning Commission
FROM: Ernie Duarte, Executive Secretary
SUBJECT: *Major Streets and Routes Plan Amendment PA-15-01,*
Sonoran Corridor & Aerospace Parkway
Public Hearing (Wards 4 & 5)

Issue – At the February 4, 2015, Study Session, Mayor and Council directed staff to initiate the process of amending the Major Streets and Routes Plan (MS&R Plan) to reflect the conceptual alignment of the Sonoran Corridor and Aerospace Parkway as proposed by Pima County.

Recommendation – Staff recommends that the Planning Commission forward the proposed plan amendment to the Mayor and Council with a recommendation to revise the MS&R plan document as specified below.

Proposed MS&R Plan Amendment – The MS&R Plan map will need to be revised to reflect the conceptual alignments for the Sonoran Corridor and Aerospace Parkway, as depicted in Attachment A. The map would reflect:

1. A proposed Sonoran Corridor as a new 16-mile long subregional highway with a 400-foot-wide right-of-way, connecting I-19 just north of Pima Mine Road to I-10 at Rita Road.
2. The Aerospace Parkway as a 300-foot-wide right-of-way route, the Aerospace Parkway, connecting the realignment of Hughes Access Road to the proposed Sonoran Corridor.

Background

Planning Commission Study Session

On February 1, 2015, the Planning Commission held a Study Session of the plan amendment request. City and County staff made a presentation explaining the proposed roadways and the need to amend the MS&R Plan. The Planning Commission requested clarification on the number of employees at The University of Arizona Tech Park as shown on one of the power point slides. The Commission also asked County Staff if the proposed Sonoran Corridor was in any way linked to the proposed Interstate 11 that will bypass Tucson. County staff informed the Commission that the proposed Sonoran Corridor is not linked to the proposed I-11, and that the proposed I-11 is a separate effort.

Purpose of the MS&R Plan

The MS&R Plan identifies the general location and size of existing and proposed freeways, arterial and collector streets, future rights-of-way, setback requirements, typical intersections and cross sections, and gateway and scenic routes. The City's Department of Transportation and the Planning and Development Services Department (PDSD) implement the MS&R Plan. The MS&R Plan is considered a Land Use Plan as defined in the Unified Development Code (UDC) Section 3.6, and, therefore, is subject to amendment in accordance with the standard Land Use Plan and Adoption and Amendment Procedures. The MS&R right-of-

way lines are used in determining the setback for development through the MS&R Overlay provisions of the UDC. The MS&R Plan was adopted in 1982 and the text and/or related map have been amended or updated more than 20 times since then.

Pima County Action

Pima County has been actively working to plan a subregional highway (the Sonoran Corridor) between Interstates 10 and 19 for nearly 30 years. Recent efforts related to the relocation of Hughes Access Road (now called Aerospace Parkway) and economic development planning in its vicinity have yielded a viable route by which to connect I-10 and I-19.

On October 7, 2014, the Pima County Board of Supervisors added the Sonoran Corridor and Aerospace Parkway to the County's MS&R Plan. Then Pima County requested the City of Tucson to amend the City's MS&R Plan to reflect conceptual routes, since both are largely within the City. About 13 percent of the Sonoran Corridor is in the San Xavier District of the Tohono O'odham Nation and will require the concurrence and cooperation of the Nation to establish the corridor. In the meantime, both the City's and the County's amended MS&R Plans would allow the County to begin master planning the roadways.

Economic Development Considerations

The proposed Sonoran Corridor and Aerospace Parkway are key infrastructure elements of the County's 2015-2017 Economic Development Plan. The proposed roadways would not only connect two interstates, but would also connect two of the region's high-tech employment zones, including Raytheon and the future Aerospace/Defense Research and Business Park on the west end of the Sonoran Corridor, and The University of Arizona Science and Tech Park and the Port of Tucson on the east end (see Attachment B).

The roadways would: a) include a southern connection to the Tucson International Airport, providing a more convenient entrance to the airport for air travelers coming from the south; b) provide residents in Sahuarita, Green Valley, and Santa Cruz County easier access to central and eastside employment centers; and c) serve as a catalyst for additional economic development of land identified for commercial and industrial development in the vicinity of the Sonoran Corridor, including the future Aerospace/Defense Research and Business Park south of the Raytheon.

Environmental and Archeological Considerations

As shown on Attachment C, the proposed Sonoran Corridor and Aerospace Parkway traverse several important riparian areas within the Maeveen Marie Behan Conservation Land System (CLS), but do not otherwise directly affect the CLS lands. The area of economic development that is anticipated to be generated in the vicinity of the roadways is not within the CLS.

From I-19, the proposed Sonoran Corridor travels east through the San Xavier District of the Tohono O'odham Nation, and curves south toward Pima Mine Road, where it runs parallel to and north of Pima Mine Road, until it reaches the Old Nogales Highway. This conceptual alignment minimizes impacts to the Santa Cruz River, cultural resources, and the Central Arizona Project Pima Mine Road Recharge basins.

Transportation/Land Use Considerations

One of the objectives of the proposed Sonoran Corridor is to provide access between I-19 and I-10, and to provide access to Pima County's proposed Aerospace/Defense Research and Business Park through the realignment of Hughes Access Road (approximately a half-mile south from its present location), which will be named Aerospace Parkway. This realignment will also provide additional land on the south side of Raytheon to be utilized as a buffer between Raytheon manufacturing activities and potential future development in the immediate area.

The new roadways will also serve to relieve the current overburdened I-10/I-19 transition which is projected to overwhelm the current infrastructure by 2020. Commercial trucks traveling between I-19 and I-10 will save 10.8 miles per vehicle per trip, and with projected volumes of 1,600 daily trips, total fuel savings alone are estimated at approximately \$20,000 per day and growing. The proposed Sonoran Corridor would also relocate the I-19/Pima Mine Road interchange (north of the Desert Diamond Casino), which currently does not meet Arizona Department of Transportation standards.

The conceptual alignments primarily cross undeveloped State lands, but also traverse undeveloped Asarco and Cyprus mining properties, undeveloped Tucson Airport Authority land, and surface mining sites owned by Cemex and Granite. The Sonoran Corridor also passes along the western boundary of the Verano master planned development (9,900 home, commercial, and industrial sites), and in between the federal and state prisons. East of Wilmot Road, Energy Corporation owns adjacent property just west of Rita Road.

Conformance with Adopted Policy

Policy direction is provided by the 2013 City of Tucson General & Sustainability Plan (hereafter Plan Tucson), as well as by the 1995 Rincon/Southeast Subregional Plan. Plan Tucson is a long-term policy document intended to guide decisions affecting elements that shape the city, such as housing, jobs, land use, transportation, water, and energy resources. Key to Plan Tucson are goals and policies that provide a framework to guide future actions. Attachment D provides Plan Tucson's goals and policies that support the proposed Sonoran Corridor and Aerospace Parkway.

The eastern portion of the proposed Sonoran Corridor (between Craycroft Road and Rita Road) lies within the the Rincon/Southeast Subregional Plan, which designates the areas along the corridor as Low-Intensity Rural and Urban Industrial (see Attachment E), and indicates that treatment of certain washes will be subjected to the requirements of the Environmental Resource Zone (ERZ) of the Unified Development Code. The ERZ was adopted as a zoning regulation on July 3, 1990, to preserve open space, particularly the critical and sensitive habitats linked with public monuments, forests, and preserves. The ERZ regulates development on parcels along specific washes that contain or may contain critical riparian habitat within the 100-year floodplain.

Stakeholder Outreach

Pima County has indicated that County staff have held meetings with stakeholders, including the San Xavier District of the Tohono O'odham Nation, Tucson Airport Authority, City of Tucson, Town of Sahuarita, and Pima Association of Governments, and that there is general agreement on the conceptual alignments.

Public Outreach

















In accordance with Section 3.2.2 of the Unified Development Code (UDC), the Office of Integrated Planning, Department of Transportation, Office of Economic Initiatives, and the Planning and Development Services Department held a public meeting on Wednesday March 11, 2015, 5:30 – 7:00 PM, at El Pueblo Regional Center. Three people attended this meeting, including the president of the Rita Ranch Neighborhood Association. City and County staff made a presentation to explain the need to amend the MS&R Plan and the amendment process, and to describe the proposed Sonoran Corridor and Aerospace Parkway. Attendees asked for clarification about available funding sources for the roadways, the location and design of the proposed alignments, and potential economic impacts of the roadways. Meeting notification was by postcard to 28 property owners within 450 feet of the proposed alignment, the Rita Ranch Neighborhood Association (which is just outside the 1-mile radius), Arizona State Land Department, Arizona Department of Transportation, Pima County, and Wards 4 and 5 (see Attachment F).

Attachments:

- Attachment A: Proposed revisions to the MS&R Plan map, in red dashed lines
- Attachment B: Economic Activity Areas
- Attachment C: Conservation Lands System (CLS) map
- Attachment D: Plan Tucson's goals and policies that support the proposed Sonoran Corridor and Aerospace Parkway and Plan Tucson Future Growth Scenario Map
- Attachment E: Map Detail #4 of the Rincon/Southeast Subregional Plan
- Attachment F: Postcard sent to property owners and stakeholders informing them of the March 11, 2015 Public Meeting on the proposed MS&R amendment

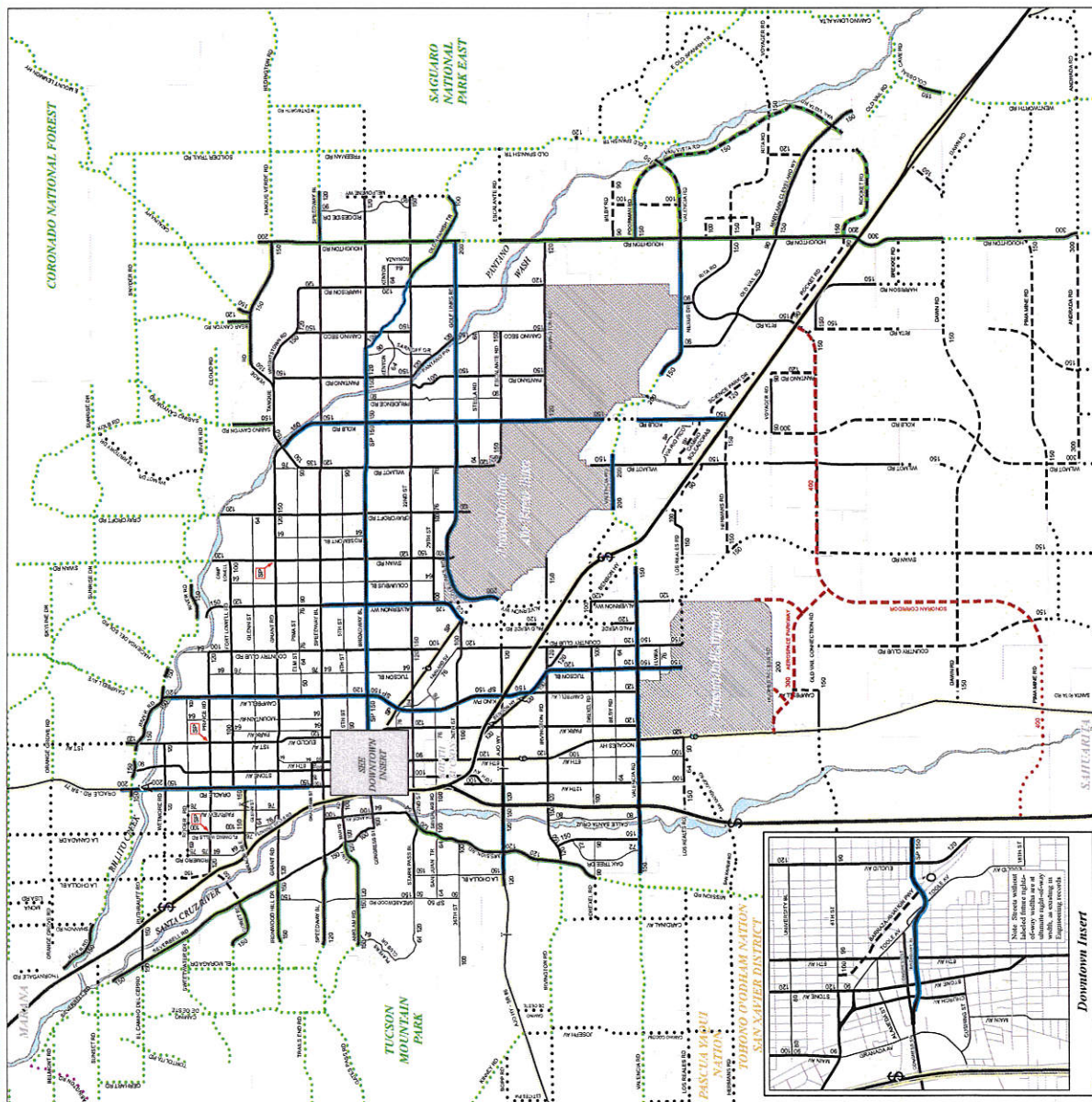
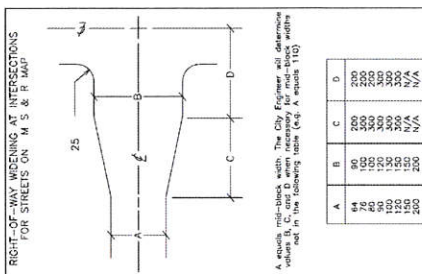
City of Tucson Major Streets and Routes

*Map Official for City of Tucson Streets Only.
Contact for Pima County for official street designations within the County.

- | | | | |
|---|------------------------|---|---|
|  | Arterial Street |  | Parks and National Forests |
|  | Scenic Arterial Street |  | Other Incorporated Areas |
|  | Gateway Arterial |  | Native American Jurisdictions |
|  | Collector Street |  | Unincorporated Pima County |
|  | Gateway Collector |  | Tucson City Limits |
|  | Future Arterial Street |  | Future Collector Street |
| 100 | Planned Width | SP | Specific Engineering Plan -
See Page 24 of MS&R Plan |
|  | County Scenic Route |  | County Scenic, Not Major Route |
|  | County Major Route |  | STATE & INTERSTATE ROUTE |

NOTES

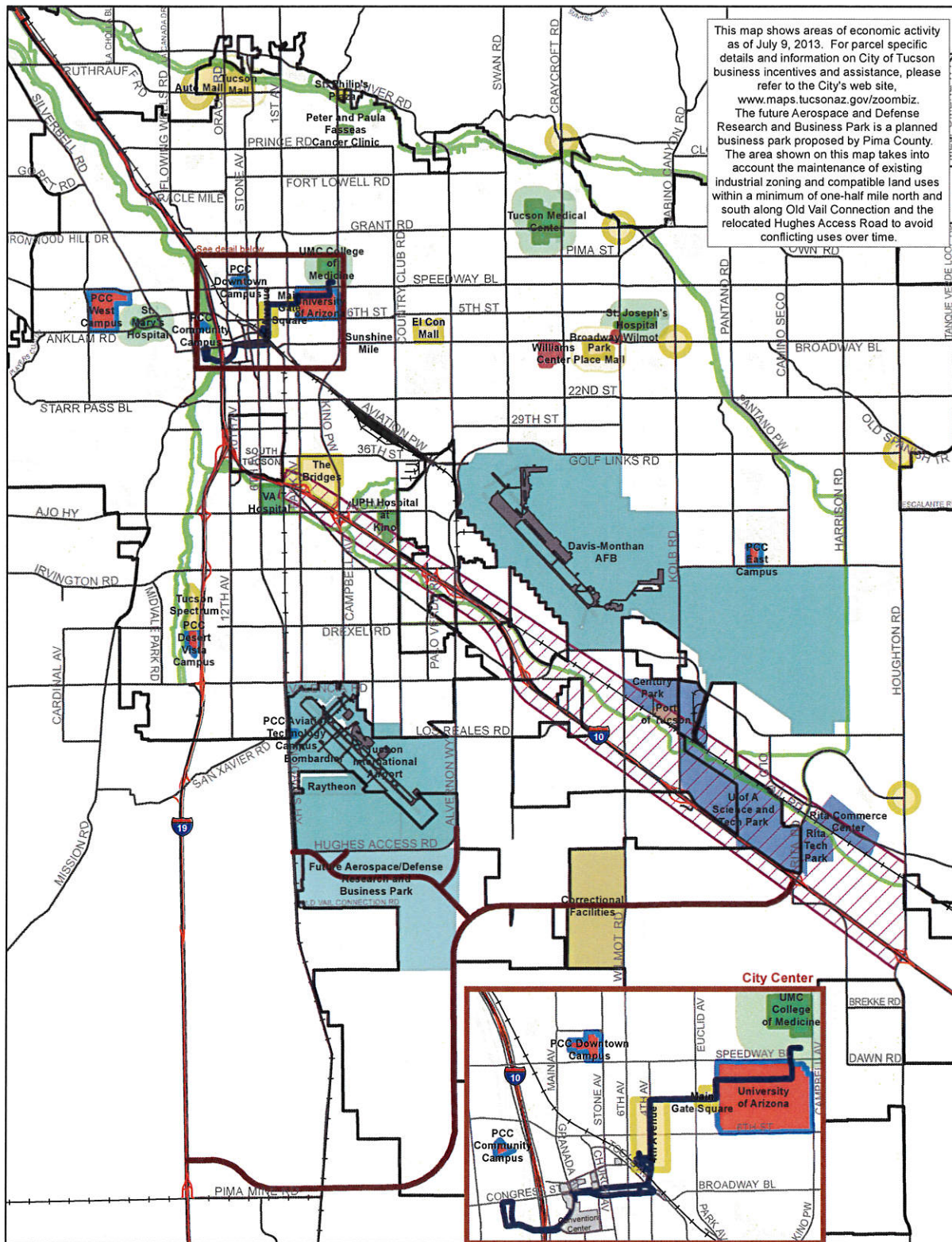
1. Right-of-way widths are measured at mid-block and are used to establish the future right-of-way line locations in the Major Street and Foster Schack Zone, Division 26 of the Zoning Code.
2. The right-of-way widths may be exceeded:
 - a. Within 600 feet of any intersection of two major streets.
 - b. Within 600 feet of any intersection of the street for which the right-of-way is being established with the street for which the right-of-way is being extended.
 - c. In locations where the prevailing existing city-owned right-of-way along the block or section is greater.
3. Except as provided below, the future right-of-way area is generally measured midblock from the survey centerline of the street. It is generally equal to one-half an right-of-way width designed for the street.
4. The mid-block right-of-way width and centerline locations may be modified by the Department of Transportation (see Appendix). For such maps or plans, the right-of-way section is measured from the future right-of-way line as shown on the centerline survey map or street right-of-way improvement plans.
5. Under the provision of the KANSAS Schack Zone, No structure, off-street parking, vehicular obstacle, off-street loading or unloading space, landscaping or other structure or improvement may be located within the right-of-way line as shown on the centerline survey map or street right-of-way improvement plans, or extended in the future mid right-of-way area unless specifically allowed.
6. The future right-of-way area that is not publicly owned may be included in the future right-of-way area and need not be publicly owned, improved or require required parking.
7. In accordance with the provisions of the KANSAS Schack Zone, plans submitted for the review of the building permits and development plan and tentative plans submitted for a review must show the applicable setback from the future right-of-way line as a condition of approval. In cases of hardship, a variance may be



Downtown Insert

Economic Activity Areas

Attachment B



Economic Activity Areas

- CORRECTIONAL FACILITIES
- EDUCATIONAL INSTITUTIONS
- FINANCIAL CENTERS
- MEDICAL CENTERS
- TECHNOLOGY PARKS
- TRANSPORT LOGISTICS CENTER
- RETAIL CENTERS
- AEROSPACE AND MILITARY OPERATIONS
- FUTURE AEROSPACE/DEFENSE RESEARCH BUSINESS PARK PROPOSED BY PIMA COUNTY

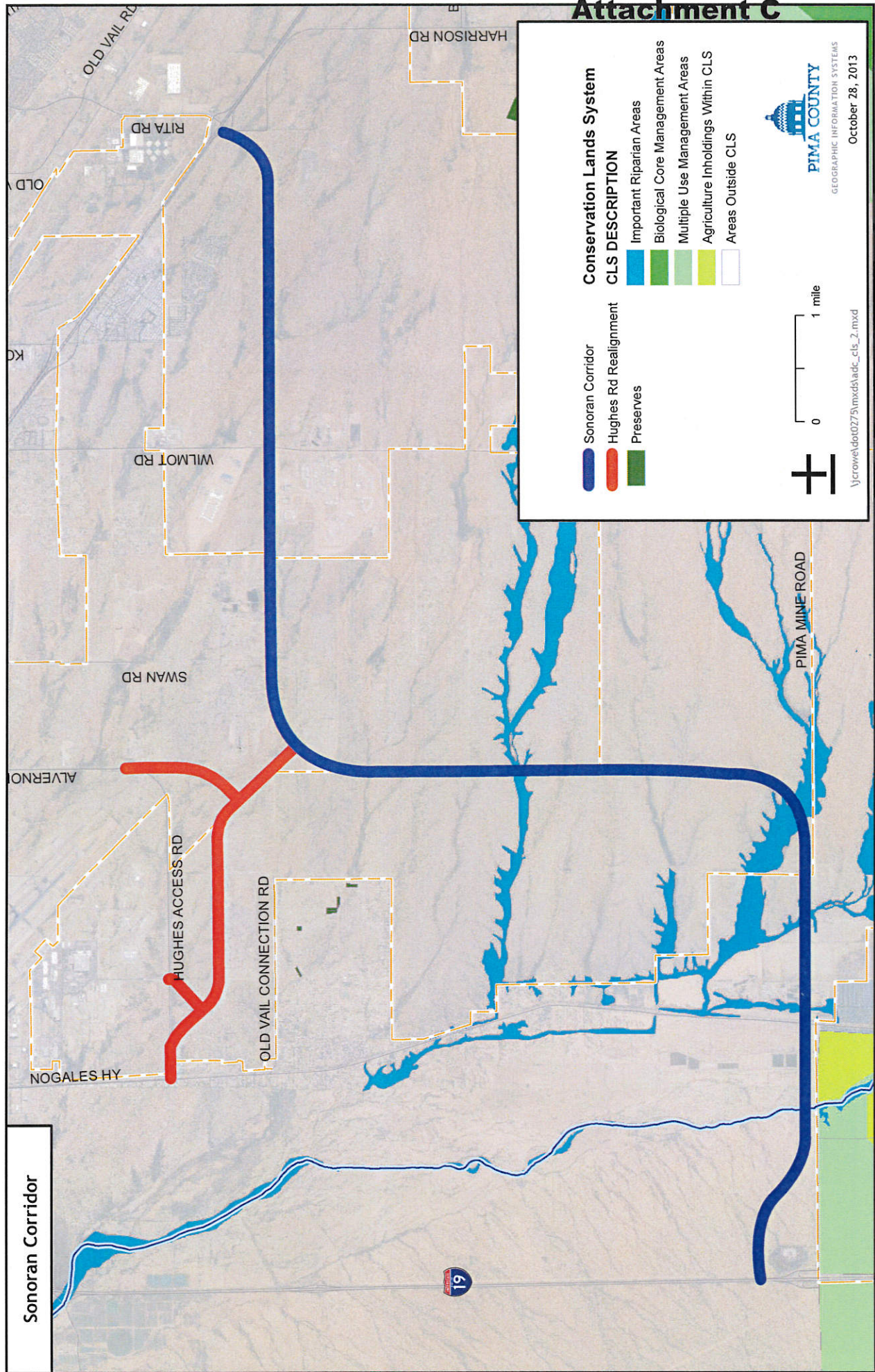
- Sunlink Street Car
- The Loop
- I-10 Technology Corridor
- Parks and Open Space

Proposed Pima County Sonoran Corridor and Aerospace Parkway

0 1.25 2.5 5 Miles



Attachment C



Plan Tucson's goals and policies that support the proposed Sonoran Corridor and Aerospace Parkway:

Plan Tucson's policy direction is organized in four focus areas: the Social Environment, the Economic Environment, the Natural Environment, and the Built Environment. A key emphasis of Plan Tucson is the integrative nature of these focus areas. The following goals and policies support the intent of the proposed Sonoran Corridor and Aerospace Parkway:

GOALS:

The City strives for:

- 2 A stabilized local economy with opportunities for diversified economic growth supported by high-level, high-quality public infrastructure, facilities, and services.
- 9 An economy that supports existing businesses and attracts new businesses to increase employment opportunities, raise income levels, expand the tax base, and generate public and private investment leading to a high quality of life for the community.
- 12 A sustainable and diversified economy that maximizes Tucson's strategic location and balances traditional import and export of resources with locally supplied goods and services to meet local demand.
- 22 Well-maintained public facilities and infrastructure that support coordinated cost-effective service delivery for current and future residents.
- 24 Strategic public and private investments for long-term economic, social, and environmental sustainability.
- 25 An urban form that conserves natural resources, improves and builds on existing public infrastructure and facilities, and provides an interconnected multi-modal transportation system to enhance the mobility of people and goods.

POLICIES:

Jobs & Workforce Development (JW)

JW2 Recruit, retain, and expand businesses and industries within Tucson's key economic sectors, including but not limited to aerospace and defense, bio-sciences, renewable energy, astronomy, and optics to increase high-quality, high-paying job opportunities.

Business Climate (BC)

BC1 Recognize that government plays an instrumental role in creating a business supportive climate through investment in public infrastructure and services, through its regulations and policies, and in building public-private partnerships.

Regional & Global Positioning (RG)

- RG1 Increase international partnerships and trade opportunities, with particular focus on Tucson's strong economic, cultural, and geographic ties to Mexico.
- RG2 Capitalize on Tucson's strategic location by maintaining and enhancing Tucson as an international port and center for commerce and logistics.
- RG3 Support the expansion of passenger and freight multi-modal transportation services to better connect Tucson to regional and international markets and destinations.
- RG4 Support existing and potential commercial, industrial, and other land use activity in and around Davis-Monthan Air Force Base (DMAFB) and Tucson International Airport (TIA) that: is compatible with military and aviation operations; contributes to the long-term viability of DMAFB and TIA; is enhanced by proximity to air service; produces a public benefit in regard to employment and revenues generated; and does not diminish existing neighborhood viability or negatively impact the health, safety, and welfare of existing residents, their homes, and their neighborhoods.

RG5 Encourage the development of research, high tech, and other operations and facilities at Davis-Monthan Air Force Base and Tucson International Airport that contribute to the expansion of Tucson's economic base while preserving the health, safety, and welfare of residents, their homes, and their neighborhoods.

Green Infrastructure

GI5 Create, preserve, and manage biologically rich, connected open space; wildlife and plant habitat; and wildlife corridors, including natural washes and pockets of native vegetation, while working to eradicate invasive species.

Public Infrastructure, Facilities, & Cost of Development (PI)

PI7 Coordinate with utility companies and other public service providers for the planning of infrastructure, facilities, and services, making sure infrastructure and facility construction is sensitive in design and location to environmental and historic resources.

Land Use, Transportation, & Urban Design Policies (LT)

LT1 Integrate land use, transportation, and urban design to achieve an urban form that supports more effective use of resources, mobility options, more aesthetically-pleasing and active public spaces, and sensitivity to historic and natural resources and neighborhood character.

LT7 Use the Future Growth Scenario Map:

- a. as a general guide for determining the general location of development opportunities, development patterns, and land use and transportation concepts, while also considering area and site-specific issues

LT8 Undertake more detailed planning and related community participation for the Future Growth Scenario Map building blocks, including boundaries for specific development areas, types and mixes of uses, needed public infrastructure and facilities, and design features.

LT22 Participate in efforts to develop a coordinated regional, multi-modal transportation system that improves the efficiency, safety, and reliability of transporting people and goods within the region and to destinations outside of the region.

Future Growth Scenario Building Blocks

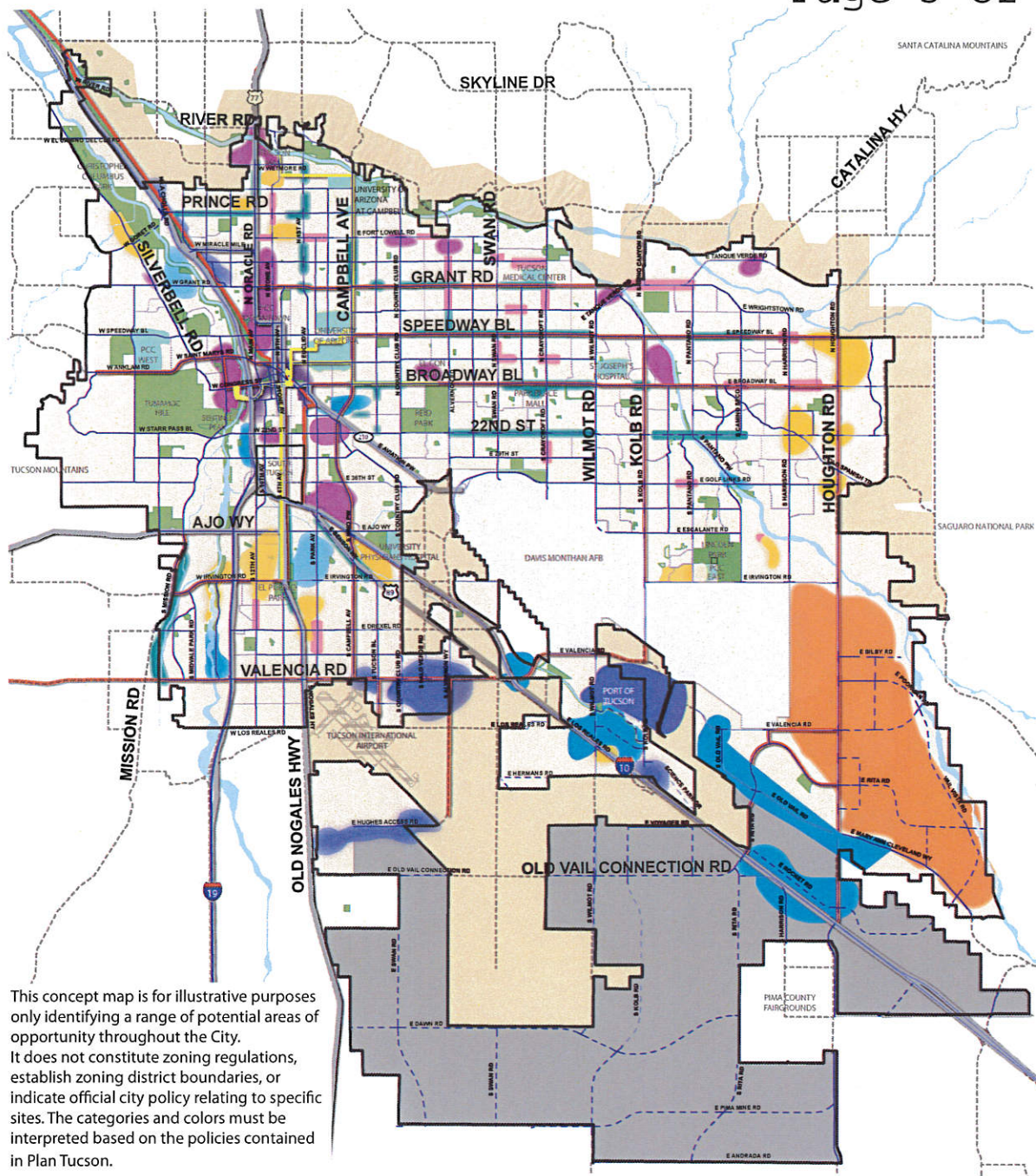
Plan Tucson includes Exhibit LT-7, the Future Growth Scenario Building Blocks, and Exhibit LT-8 which defines each building block. The building blocks are areas that provide opportunities for enhanced development to move toward a more connected, integrated pattern of land use. Plan Tucson identifies the following building blocks along the proposed Sonoran Corridor and Aerospace Parkway, supporting their intent:

- **Industrial Areas:** Industrial areas are strategically located for efficient handling of intermodal freight movements. These areas support national and international freight movement through Tucson by connecting existing major regional commercial transportation routes, including railway, major highways, and the airports
- **Southlands:** Southlands is a long-term growth area, formed predominantly by large tracts of undeveloped land located at the southeastern and southern perimeters of the city. A large portion of this area is administered by the State Land Department. Prior to releasing these lands for development, the State will initiate planning efforts to promote orderly phased development that reflects sustainable and innovative community design.
- **Potential Annexation Areas:** Potential Annexation Areas are areas that the City of Tucson may be pursuing for annexation within the next decade, working with other local jurisdictions with the ultimate goal of having urban commercial and residential areas located within incorporated cities and towns.

Future Growth Scenario Map

Attachment D

Page 3 of 3



This concept map is for illustrative purposes only identifying a range of potential areas of opportunity throughout the City. It does not constitute zoning regulations, establish zoning district boundaries, or indicate official city policy relating to specific sites. The categories and colors must be interpreted based on the policies contained in Plan Tucson.

Building Blocks

(See Exhibit LT-8 for general descriptions of the building blocks):

- Downtown
- Mixed-Use Centers
- Business Centers
- Industrial Areas
- Mixed-Use Corridors
- Neighborhood Centers
- Campus Areas
- Neighborhoods of Greater Infill Potential
- Houghton Corridor Area
- Existing Neighborhoods
- Potential Annexation Areas

- Southlands
- Existing Parks/Open Space
- City of Tucson Boundary

From Major Streets and Routes Plan:

- Future Roads
- County Major Routes
- Major Highways
- Major Roads

From 2040 Regional Transportation Plan:

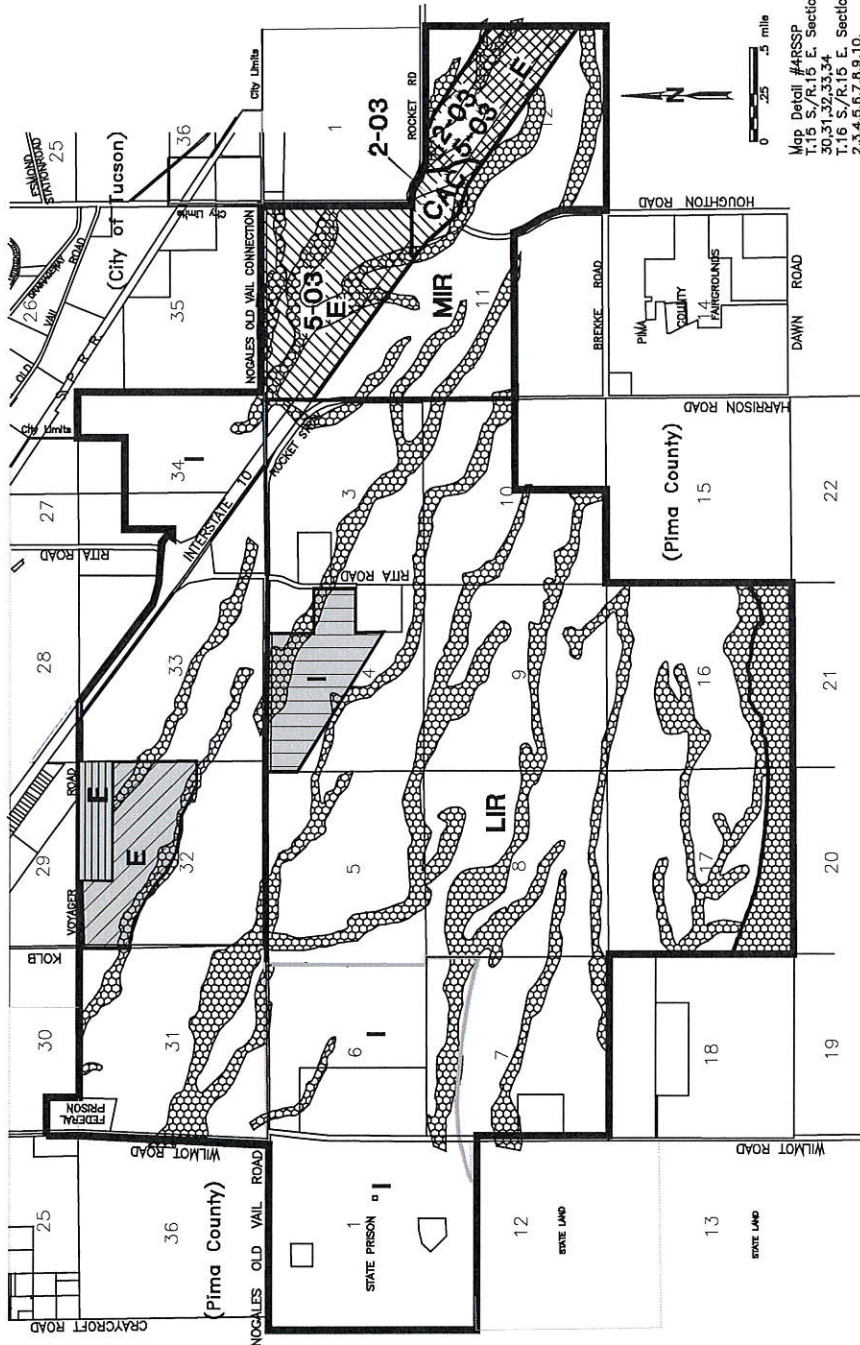
- Planned Bus Routes (BRT, Express and Circulator)
- Planned Streetcar
- Planned Commuter/Intercity Rail

Map available online at
www.tucsonaz.gov/plantucson

Map and legend may vary slightly from each other. Colors may also vary depending on printer used.

Attachment E

MAP DETAIL #4-RSSP HARRISON/I-10



Revised Planned Land Use Categories

- Low Intensity Rural
- Medium Intensity Rural
- Medium High Intensity Urban
- Amendment Site 1, Resolution #18793, TEP Gen. Station
- Amendment Site 2, Resolution #19316, Mixed Residential Use
- Amendment Site 3, Resolution #19481, Mixed Residential Use
- Urban Industrial
- Community Activity Center
- Heavy Industrial

- Resource Conservation
- Special Area (2-03 & 5-03)
- Special Area (5-03 or 2-03)
- Annexation Area Boundary



CITY OF
TUCSON

Proposed Major Streets & Routes Plan (MS&R Plan) Amendment: Sonoran Corridor & Aerospace Parkway

Attachment F

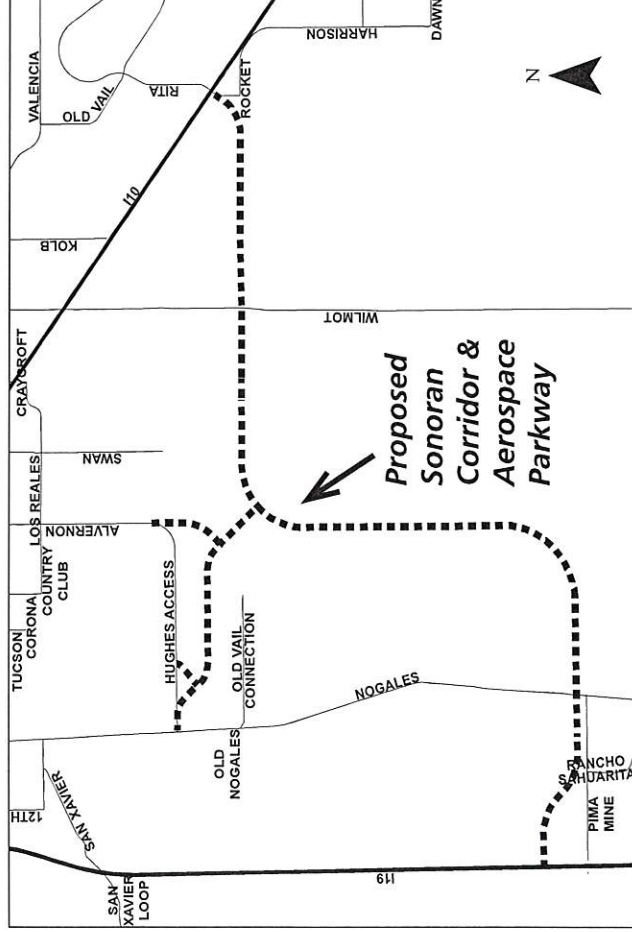
YOU ARE INVITED

to a public meeting on amending the Major Streets and Routes Plan (MS&R Plan) to add the conceptual alignment of the Sonoran Corridor and Aerospace Parkway, as proposed by Pima County. This public meeting will include information on the MS&R Plan amendment and process.

Wednesday, March 11, 2015

5:30 – 7:00 PM (presentation at 5:45 PM)

**El Pueblo Regional Center, Seniors Building
101 West Irvington Road, Tucson, AZ 85706**



For more information or if you are unable to attend this meeting and would like to share your comments, please contact María Gayosso:

Email: Maria.Gayosso@tucsonaz.gov

Phone: 520-837-6972

Americans with Disabilities Act: Persons with a disability may request reasonable accommodations by contacting Becky Flores at Becky.Flores@tucsonaz.gov or 520-837-5013. Requests should be made by March 4, 2015. Si necesita asistencia en español, comuníquese con María Gayosso (Maria.Gayosso@tucsonaz.gov, 520-837-6972).